

## THE SCIO TRIBUNE

ISSUED EVERY THURSDAY BY  
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### ADVERTISING RATES:

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### PAVING SUITABLE FOR AUTOS ONLY

After all arguments have been submitted, it must be admitted that paved roads are chiefly suitable for rubber shod vehicles. Unless our horses shall be shod with a material other than iron and steel, a paved roadway will always be dangerous to them, especially when attached to a heavy load. When pavement is wet or covered with frost, it is difficult for a horse to travel thereon, even without a load, if the roadway is inclined to even a small extent. In Oregon, country roads are more or less hilly. Hard surface these hills and it will be found impossible for teams to haul even light loads on a frosty morning or when they are wet, as will be the case frequently during our Oregon winters.

During the past winter, this writer witnessed a large and valuable team attempt to haul a heavy load on First street in Albany, when the pavement was heavily coated with frost. The horses were scarcely able to stand and were in danger of falling at every step. Should either of these animals have fallen, it is doubtful if he could have arisen to his feet. Even autos when turning corners, are apt to skid, resulting in more or less damage and injury to the occupants. A Portland man is now in a hospital, dangerously injured from this cause.

Paved roads are suitable for level country, in dry weather only, when even a dirt road answers probably as well. So, farmers, if you wish to provide a means which will destroy the ability of your horses to draw a load, say nothing about the danger of crippling your animals, vote for these pave bonds. But if you want a road over which your horses can travel with reasonable safety and draw a moderate load, vote against the paving bonds.

There is no question but what paving for streets in cities is a great improvement over gravel or crushed rock. But for country roads, especially where hills are to be negotiated, paving will be found not satisfactory.

It will be found necessary, if we adopt the paved roadway, to provide an additional roadway of gravel or crushed rock for teams. Otherwise teams will have to wear sharp heel and toe corks, and this would ruin the paving in one or two years.

The question then is, can we afford to build paved roads for auto use only? If every tax payer looks at this matter from all angles, he is sure to vote "no." He will do so if he thinks our roads are to be used chiefly to get our farmers crops to market. Perhaps, when all farmers own motor trucks with which to market their crops, then paved country roads will be desirable; but such conditions are many years in the future yet. The all-

purpose road, surfaced with gravel or crushed rock, will be found superior to the paving for present conditions, especially for winter travel.

Oregon is not wealthy enough at the present time to build roads for joy riding and tourist travel. When our road system is right for commercial purposes and we have grown in wealth and population sufficiently then we may undertake the paved road luxury. But just now, market roads demand all of our road activities.

The present road bond scheme is chiefly for the use of the automobile. This is not denied by the bond enthusiasts. They say "let those who destroy the roads build them" and point to the double auto tax as the plan to accomplish that result. In a general way, this is good logic. But if paving destroys these roads for teaming purposes, as outlined above, will not the damage resulting to commercial uses overbalance even the benefit accruing for automobile enjoyment?

The plan proposed means that double the \$6,000,000 will have been paid when the bonds mature and have been paid, principle and interest. Would it not be a better plan to use a macadam surface, which would be servicable to auto and team alike and avoid this \$12,000,000 debt to secure \$6,000,000 of road, not servicable for teams at all times? Just think about this matter seriously before you go into the voting booth on June 4.

### GOVERNMENT FOOD CONTROL

A bill is now in congress which will place the control of food, its prices and distribution in the hands of the government. This control will probably be extended to include clothing, shoes, etc., as well. That is to say that the government will establish a maximum price and destroy speculation largely in food products.

The present abnormal prices for almost everything we eat and wear, due largely to greedy speculators, is forcing the government to take this step and it has long been overdue.

The present price of wheat, probably, one-third of which is due to the speculator, is certainly one of the first objects the government will consider. There is too wide margin between the producer and consumer. And this same fact will apply to nearly all other commodities. Dealers and manufacturers take advantage of abnormal conditions and have boosted prices almost beyond the limit.

The present price of wheat, say 3 cents per pound, does not justify a price of 6 cents per pound for flour, yet such is the case at the present time. If it takes 72 pounds of wheat to manufacture a sack of flour, the cost will be \$2.16. Give the miller the offal and a fair margin of profit, flour should be sold for not more than \$2.50 per sack. As a matter of fact flour can be bought in Albany at that price at the present time. We are required to pay \$3 per sack in Scio. Why this difference?

Potatoes are sold for almost any price demanded. Yet everyone knows that 15 to 20 cents per pound is much too high and beyond the ability of working people to pay.

Both of these necessary food products have been boosted because of a supposed shortage. The report greatly enlarges this shortage for the one purpose of boosting prices. Of course the boosting was not done until the great bulk of these products were out of the growers hands. Food control will stop all such activities, for when a maximum price is set by the government, there will be no incentive to these food vultures to boost.

It is not the purpose of the government to confiscate a fair margin of profit, but to abolish corners on commodities and the creation of false shortages. The government desires that the producer shall receive a fair margin of profit over the cost of production and wishes to bring the producer and consumer closer together, by cutting out some of the middlemen's profit.

Railroads pursued a policy of extortion until the people forced the government to act. Now the food handlers are due for the same regulation. In fact the day is not far distant when the government will be compelled to fix prices on all commodities in order to protect the dependant consumer from the greed of human vultures in trade. Competition served as a price leveler in former years, but competition has given place to combination. Nor are our retail merchants blamed for these conditions. Manufacturers fix the price at which their products must be sold and the retailer is compelled to sell at the prices dictated to them.

The cost of production and the price the final consumer must pay are too far apart and it is quite time that the government should do a bit of regulating. She demands our young men to go out and fight foreign injustice and it is simply right and just for the government to protect her citizens against human greed.

### VOTE "NO" ON THIS TOO

Just at the present time when the United States is entering into war, the end of which no one can tell, nor what the cost may be, is not a good time for the state to incur any indebtedness or expense which can be avoided. For this reason many people will vote against the road bonding bill who, under normal conditions, might vote for it.

There is, also, another bill which calls for the expenditure of \$400,000, which can be postponed for a few years without any material injury. We allude to the building of the proposed new penitentiary. No doubt the present building is obsolete and not up-to-date. Possibly its sanitary conditions are not of the modern ideals and, possibly, may not be conducive to the best of health for the prisoners. This is a matter of which The Tribune has but small knowledge. But we do know that every prisoner now there, could have avoided the state's hospitality, if he would. All that is required of the citizen in order to avoid becoming a state charge in this unsanitary building, is to live right and obey the laws. And it is no hardship upon anyone to do this. Indeed about 1600 of our citizens do comply with the laws and live moderately right, for every one who transgress the laws and are sent to the penitentiary.

Now every citizen of the state knows that the penitentiary is not an ideal place in which to live and that the restraint to which he is there subjected, is not pleasant. Yet the law plainly states that if you commit certain crimes, confinement there will be the punishment. The remedy is obvious—don't commit the crime.

As a matter of fact a penitentiary should not be made too pleasant, because the population therein is sure to be increased. It should be a place so dreaded that men and women will prefer to live right than to go there. So this is a measure the voter can safely vote "no" upon for the inmate does not deserve to live in a palace at public expense.

### Arthur's Seat.

What is known as Arthur's Seat is a hill east of Edinburgh, the capital of Scotland. It is a strange formation in the shape of a lion and is 822 feet high, yet the ascent is an easy one, and from the summit a glorious view is gained.

## Scio Meat Market

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Fresh Meats of All Kinds

Reasonable Prices

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DR. A. G. PRILL  
Physician and Surgeon

Calls Attended  
Day or Night

SCIO ORE.

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Abstracts of Title Examined

SCIO OREGON

## SANITARY MARKET



McKNIGHT & DALEY, Props.

### BEEF PRICES

|                               |               |
|-------------------------------|---------------|
| Boiling Meats                 | 10c and 12½c  |
| Roasts                        | 12½c and 15c  |
| Steaks                        | 13c, 14c, 15c |
| Hamburger made while you wait | 15c           |

The Market that is Always Serving

## J. F. WESELY

DEALER IN

Staple and Fancy Groceries  
Queensware, Glassware, Etc.  
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Cash Paid for Veal, Hogs, Hides and Cascara Bark  
Prices Right

Our Motto: Live and Let Live

J. F. WESELY

SCIO

OREGON

## Costs Little More

to go East  
VIA

## CALIFORNIA

Before selecting the route for your next trip East consider these three important things:

### SERVICE

Steel cars, through standard or tourist sleeping cars, unexcelled dining cars.

### SAFETY

Rock ballast, automatic block signals, heavy steel rails, consistent speed.

### SCENERY

Known throughout the country as "The Road of a Thousand Wonders."

### LIBERAL STOP-OVERS

Our Agents are well informed. Ask them regarding train schedules, or write

John M. Scott, General Passenger Agent  
Portland, Oregon

## SOUTHERN PACIFIC LINES

Portland Rose Festival June 13, 14, 15

—ADVERTISE IN—

## THE SCIO TRIBUNE

—AND GET RESULTS—